Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. - 18. (Cancelled)

19. (Currently Amended) A control apparatus for a multi-cylinder internal combustion engine including a plurality of cylinders, the control apparatus comprising a controller that detects a variation in an air-fuel ratio among the plurality of cylinders, and corrects a fuel injection quantity on the basis of the detected variation in the air-fuel ratio and an operation angle of an intake valve of each of the cylinders so as to reduce the variation in the air-fuel ratio when the variation is detected.

20. - 21. (Cancelled)

22. (Previously Presented) A control apparatus according to claim 19, wherein an amount of correction of the fuel injection quantity for reducing the variation is increased as the operation angle of the intake valve is decreased.

23. (Previously Presented) A control apparatus for a multi-cylinder internal combustion engine including a plurality of cylinders, the control apparatus comprising a controller that reduces a variation in an air-fuel ratio among the plurality of cylinders by correcting a fuel injection quantity on the basis of an operation angle of an intake valve of each of the cylinders, wherein the controller:

calculates a fuel injection quantity correction coefficient for reducing the variation in the air-fuel ratio when the variation in the air-fuel ratio among the cylinders is detected;

calculates a relationship between the calculated fuel injection quantity correction coefficient and the operation angle of the intake valve obtained upon calculation of the fuel injection quantity correction coefficient; and

updates the fuel injection quantity correction coefficient when the operation angle of the intake valve is changed on the basis of the changed operation angle and the calculated relationship.

24. (Original) A control apparatus according to claim 23, wherein the fuel injection quantity correction coefficient changes relative to the operation angle of the intake valve such that an amount of correction of the fuel injection quantity is increased as the operation angle is decreased.

25. - 34. (Cancelled)

35. (Currently Amended) A method of controlling a multi-cylinder internal combustion engine including a plurality of cylinders, comprising detecting a variation in an air-fuel ratio among the plurality of cylinders, and correcting a fuel injection quantity on the basis of the detected variation in the air-fuel ratio and an operation angle of an intake valve of each of the plurality of cylinders so as to reduce the variation in the air-fuel ratio when the variation is detected.

36. - 39. (Cancelled)

40. (Previously Presented) A method according to claim 35, wherein an amount of correction of the fuel injection quantity for reducing the variation is increased as the operation angle of the intake valve is decreased.

41. (Previously Presented) A method of controlling a multi-cylinder internal combustion engine including a plurality of cylinders, comprising reducing a variation in an air-fuel ratio among the plurality of cylinders by correcting a fuel injection quantity on the basis of an operation angle of an intake valve of each of the plurality of cylinders, including the steps of:

calculating a fuel injection quantity correction coefficient for reducing the variation in the air-fuel ratio when the variation in the air-fuel ratio among the cylinders is detected;

calculating a relationship between the calculated fuel injection quantity correction coefficient and the operation angle of the intake valve obtained upon calculation of the fuel injection quantity correction coefficient; and

updating the fuel injection quantity correction coefficient when the operation angle of the intake valve is changed on the basis of the changed operation angle and the calculated relationship.

42. (Previously Presented) A method according to claim 41, wherein the fuel injection quantity correction coefficient changes relative to the operation angle of the intake valve such that an amount of correction of the fuel injection quantity is increased as the operation angle is decreased.

43. (Previously Presented) A control apparatus for a multi-cylinder internal combustion engine including a plurality of cylinders, the control apparatus comprising a controller that reduces a variation among the plurality of cylinders on the basis of an operation angle of an intake valve of each of the cylinders by:

calculating a correction coefficient for reducing the variation among the plurality of cylinders when the variation is detected;

calculating a relationship between the calculated correction coefficient and the operation angle of the intake valve obtained upon calculation of the correction coefficient; and

updating the correction coefficient when the operation angle of the intake valve is changed on the basis of the changed operation angle and the calculated relationship.

44. (Previously Presented) A control apparatus according to claim 43, wherein the controller reduces a variation in an air-fuel ratio among the plurality of cylinders on the basis of the operation angle of the intake valve of each of the cylinders.

45. (Previously Presented) A control apparatus according to claim 44, wherein an amount of change of the correction coefficient is increased as the operation angle of the intake valve is decreased.

46. (Previously Presented) A method of controlling a multi-cylinder internal combustion engine including a plurality of cylinders, so as to reduce a variation among the plurality of cylinders on the basis of an operation angle of an intake valve of each of the cylinders, the method comprising the steps of:

calculating a correction coefficient for reducing the variation among the plurality of cylinders when the variation is detected;

calculating a relationship between the calculated correction coefficient and the operation angle of the intake valve obtained upon calculation of the correction coefficient; and

updating the correction coefficient when the operation angle of the intake valve is changed on the basis of the changed operation angle and the calculated relationship.

47. (Previously Presented) A method according to claim 46, wherein the method reduces a variation in an air-fuel ratio among the plurality of cylinders on the basis of the operation angle of the intake valve of each of the cylinders.

48. (Previously Presented) A method according to claim 47, wherein an amount of change of the correction coefficient is increased as the operation angle of the intake valve is decreased.

49. (New) A control apparatus according to claim 19, wherein the controller corrects the fuel injection quantity on the basis of a relationship between a fuel injection

quantity correction coefficient selected based on the detected variation in the air-fuel ratio and the operation angle of the intake valve of each of the cylinders so as to reduce the variation in the air-fuel ratio when the variation is detected.

50. (New) A method according to claim 35, wherein the fuel injection quantity is corrected on the basis of a relationship between a fuel injection quantity correction coefficient selected based on the detected variation in the air-fuel ratio and the operation angle of the intake valve of each of the plurality of cylinders so as to reduce the variation in the air-fuel ratio when the variation is detected.